

**SECRET**  
**OXCAK**

25X1A

**HANDLE VIA**   
**CONTROL SYSTEM**

2119-06  
Copy 8 of 8

25X1A

13 January 1966

**MEMORANDUM FOR THE RECORD**

**SUBJECT : Aborted Flight of Article 125 on 12 January Due  
High Oil Pressure Indication.**

1. A flight of article 125 was aborted on 12 January due to a high oil pressure indication on the left engine. It has now been established that the problem occurred as a result of faulty operation of the oil pressure transmitter and the faulty transmitter has been replaced.

2. The oil pressure transmitters are a LAC supplied item. The currently used transmitter is supplied to LAC by Bendix and is the so-called -53 model. Introduction of this improved model, after the rash of transmitter problems experienced in September and October, has generally resulted in more satisfactory transmitter performance in recent months. Problems still do occur with this transmitter, however, and the recent trouble has been primarily with the synchro slip rings. A fix for this problem is currently being tested by Bendix.

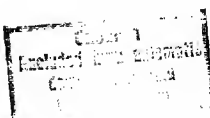
3. In addition, LAC is now evaluating a  Company transmitter. This is not a high temperature unit, so a fuel cooling jacket has been built and it is now undergoing oven tests. Vibration tests have been completed successfully and a unit will be ready for flight testing this month.

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**SIGNED**

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**Aircraft Systems Division  
(Special Activities)**



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-2119-66

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25X1A gp (ASD/OSA) 13 Jan 66

**Distribution:**

- Cy 1,2 - ASD/OSA**
- 3 - DD/S&T**
- 4 - D/OSA**
- 5 - D/TECH/OSA**
- 6 - AD/TECH/OSA**
- 7 - chrono**
- 8 - RB/OSA**

**OXCAFT**  
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